

**IN THE CLAIMS:**

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. The status of each claim is indicated with one of (Original), (Currently amended), (Cancelled), (Withdrawn), (Previously presented), (New), or (Not entered).

Please CANCEL claims 1, 9, 10, and 12, AMEND claims 2, 3, 5, 6, 8, and 13, and ADD claim 15, in accordance with the following:

1. (Canceled)

2. (Currently Amended) A pedal device ~~according to claim 1, for a vehicle, comprising:~~

a depressable portion which is to be operationally depressed by a driver of the vehicle; a output member pivotably supported by a supporting shaft provided in a bracket that is fixed to a body of the vehicle, such that said output member is pivoted about said supporting shaft when said depressable portion is operationally depressed, for thereby applying to a motive-power transmitting member an output corresponding to a depression force which is applied to said depressable portion;

a longitudinal adjustment device to move said depressable portion in a longitudinal direction of the body of the vehicle when said depressable portion is not being operationally depressed; and

a pedal-ratio varying mechanism which is disposed between said output member and said motive-power transmitting member, and which changes a pedal ratio in relation to a depressing stroke of said pedal device;

wherein said pedal-ratio varying mechanism ~~includes~~comprises

a pivot lever supported by an attaching shaft parallel to said supporting shaft and provided in said bracket such that said pivot lever is pivotable about said attaching shaft, said pivot lever being connected to said motive-power transmitting member through a first connecting shaft parallel to said attaching shaft such that said pivot lever is pivotable relative to said motive-power transmitting member about a ~~said~~ first connecting shaft, and

a connecting link connected to said pivot lever through a second connecting shaft parallel to said attaching shaft such that said connecting link is pivotable relative to said pivot lever about a ~~said~~ second connecting shaft, said connecting link being connected to said output

member through a third connecting shaft parallel to said second connecting shaft such that said connecting link is pivotable relative to said output member about a said third connecting shaft, and

wherein said depression force applied to said depressable portion is transmitted from said output member to said motive-power transmitting member via said connecting link and said pivot lever.

3. (Currently Amended) A pedal device according to claim 1, for a vehicle, comprising: a depressable portion which is to be operationally depressed by a driver of the vehicle; an output member pivotably supported by a supporting shaft provided in a bracket that is fixed to a body of the vehicle, such that said output member is pivoted about said supporting shaft when said depressable portion is operationally depressed, for thereby applying to a motive-power transmitting member an output corresponding to a depression force which is applied to said depressable portion;

a longitudinal adjustment device to move said depressable portion in a longitudinal direction of the body of the vehicle when said depressable portion is not being operationally depressed; and

a pedal-ratio varying mechanism which is disposed between said output member and said motive-power transmitting member, and which changes a pedal ratio in relation to a depressing stroke of said pedal device,

wherein said longitudinal adjustment device includescomprises

an adjusting link supported by said supporting shaft such that said adjusting link is pivotable about said supporting shaft and is adjustably positioned in a predetermined pivoted position;

a pedal member connected to said adjusting link such that said pedal member is pivotable relative to said adjusting link about a fourth connecting shaft parallel to said supporting shaft, said pedal member having said depressable portion so that said pedal member is pivoted about said fourth connecting shaft when said depressable portion is operationally depressed; and

an interlock link connected to said pedal member such that said interlock link is pivotable relative to said pedal member about a fifth connecting shaft parallel to said supporting shaft, said interlock link being connected to said output member such that said interlock link is pivotable relative to said output member about a sixth connecting shaft parallel to said supporting shaft, said interlock link cooperating with said adjusting link to position said pedal member in a fixed

posture, said interlock link being pivoted about said sixth connecting shaft when said adjusting link is pivoted, for thereby causing a circular motion of said pedal member in a longitudinal direction of the vehicle, said interlock link causing said output member to be pivoted about said supporting shaft when said pedal member is pivoted about said fourth connecting shaft with said depressable portion being operationally depressed and with said adjusting link being positioned in a predetermined pivoted position, and

wherein a line connecting said supporting shaft and said fourth connecting shaft, a line connecting said fourth connecting shaft and said fifth connecting shaft, a line connecting said fifth connecting shaft and said sixth connecting shaft and a line connecting said sixth shaft and said supporting shaft cooperate with each other to substantially define a parallelogram, so that said pedal member is substantially parallelly displaced when said adjusting link is pivoted about said supporting shaft.

4. (Original) A pedal device according to claim 2, wherein said longitudinal adjustment device includes:

an adjusting link supported by said supporting shaft such that said adjusting link is pivotable about said supporting shaft and is adjustably positioned in a predetermined pivoted position;

a pedal member connected to said adjusting link such that said pedal member is pivotable relative to said adjusting link about a fourth connecting shaft parallel to said supporting shaft, said pedal member having said depressable portion so that said pedal member is pivoted about said fourth connecting shaft when said depressable portion is operationally depressed; and

an interlock link connected to said pedal member such that said interlock link is pivotable relative to said pedal member about a fifth connecting shaft parallel to said supporting shaft, said interlock link being connected to said output member such that said interlock link is pivotable relative to said output member about a sixth connecting shaft parallel to said supporting shaft, said interlock link cooperating with said adjusting link to position said pedal member in a fixed posture, said interlock link being pivoted about said sixth connecting shaft when said adjusting link is pivoted, for thereby causing a circular motion of said pedal member in a longitudinal direction of the vehicle, said interlock link causing said output member to be pivoted about said supporting shaft when said pedal member is pivoted about said fourth connecting shaft with said depressable portion being operationally depressed and with said adjusting link being positioned in a predetermined pivoted position, and

wherein a line connecting said supporting shaft and said fourth connecting shaft, a line connecting said fourth connecting shaft and said fifth connecting shaft, a line connecting said fifth connecting shaft and said sixth connecting shaft and a line connecting said sixth shaft and said supporting shaft cooperate with each other to substantially define a parallelogram, so that said pedal member is substantially parallelly displaced when said adjusting link is pivoted about said supporting shaft.

5. (Currently Amended) A pedal device according to claim 42, wherein said pedal ratio is represented by a ratio of a depressing amount by which said depressable portion is depressed, to a displaced amount by which said motive-power transmitting member is displaced with said depressable portion being depressed by said depressing amount.

6. (Withdrawn – Currently Amended) A pedal device according to claim 42, wherein said pedal-ratio varying mechanism includescomprises:

an intermediate lever supported by an attaching shaft parallel to said supporting shaft and provided in said bracket such that said intermediate lever is pivotable about said attaching shaft, said intermediate lever being connected to said motive-power transmitting member such that said intermediate lever is pivotable relative to said motive-power transmitting member about a connecting shaft parallel to said attaching shaft; and

an engagement device disposed between said intermediate lever and said output member, and which causes said intermediate lever to be pivoted when said output member is pivoted.

7. (Withdrawn) A pedal device according to claim 6, wherein said engagement device includes:

a cam contact portion formed in said intermediate lever; and

a cam roller provided in said output member and which is held in contact with said cam contact portion.

8. (Currently Amended) A pedal device according to claim 1, for a vehicle, comprising:  
a depressable portion which is to be operationally depressed by a driver of the vehicle;  
an output member pivotably supported by a supporting shaft provided in a bracket that is  
fixed to a body of the vehicle, such that said output member is pivoted about said supporting  
shaft when said depressable portion is operationally depressed, for thereby applying to a motive-

power transmitting member an output corresponding to a depression force which is applied to said depressable portion;

a longitudinal adjustment device to move said depressable portion in a longitudinal direction of the body of the vehicle when said depressable portion is not being operationally depressed; and

a pedal-ratio varying mechanism which is disposed between said output member and said motive-power transmitting member, and which changes a pedal ratio in relation to a depressing stroke of said pedal device,

wherein said longitudinal adjustment device includescomprises

an adjusting link supported by said supporting shaft such that said adjusting link is pivotable about said supporting shaft and is adjustably positioned in a predetermined pivoted position;

a pedal member connected to a lower end portion of said adjusting link such that said pedal member is pivotable relative to said adjusting link about a fourth connecting shaft parallel to said supporting shaft, said pedal member having said depressable portion, so that said pedal member is pivoted about said fourth connecting shaft when said depressable portion is operationally depressed; and

an interlock link connected at a lower end portion thereof to said pedal member such that said interlock link is pivotable relative to said pedal member about a fifth connecting shaft parallel to said supporting shaft and located rearwardly of said fourth connecting shaft, said interlock link being connected at an upper end portion thereof to said output member such that said interlock link is pivotable relative to said output member about a sixth connecting shaft parallel to said supporting shaft and located rearwardly of said supporting shaft, said interlock link cooperating with said adjusting link to position said pedal member in a fixed posture, said interlock link being pivoted about said sixth connecting shaft when said adjusting link is pivoted, for thereby causing a circular motion of said pedal member in a longitudinal direction of the vehicle, said interlock link causing said output member to be pivoted about said supporting shaft when said pedal member is pivoted about said fourth connecting shaft with said depressable portion being operationally depressed and with said adjusting link being positioned in a predetermined pivoted position, and

wherein a line connecting said supporting shaft and said fourth connecting shaft, a line connecting said fourth connecting shaft and said fifth connecting shaft, a line connecting said fifth connecting shaft and said sixth connecting shaft and a line connecting said sixth shaft and said supporting shaft cooperate with each other to substantially define a parallelogram, so that

said pedal member is substantially parallelly displaced when said adjusting link is pivoted about said supporting shaft.

9. (Canceled)

10. (Canceled)

11. (Canceled)

12. (Canceled)

13. (Currently Amended) A pedal device according to claim 92, wherein said longitudinal adjustment device includescomprises

an adjusting link supported by said supporting shaft such that said adjusting link is pivotable about said supporting shaft and is adjustably positioned in a predetermined pivoted position;

a pedal member connected to a lower end portion of said adjusting link such that said pedal member is pivotable relative to said adjusting link about a fourth connecting shaft parallel to said supporting shaft, said pedal member having said depressable portion, so that said pedal member is pivoted about said fourth connecting shaft when said depressable portion is operationally depressed; and

an interlock link connected at a lower end portion thereof to said pedal member such that said interlock link is pivotable relative to said pedal member about a fifth connecting shaft parallel to said supporting shaft and located rearwardly of said fourth connecting shaft, said interlock link being connected at an upper end portion thereof to said output member such that said interlock link is pivotable relative to said output member about a sixth connecting shaft parallel to said supporting shaft and located rearwardly of said supporting shaft, said interlock link cooperating with said adjusting link to position said pedal member in a fixed posture, said interlock link being pivoted about said sixth connecting shaft when said adjusting link is pivoted, for thereby causing a circular motion of said pedal member in a longitudinal direction of the vehicle, said interlock link causing said output member to be pivoted about said supporting shaft when said pedal member is pivoted about said fourth connecting shaft with said depressable portion being operationally depressed and with aid adjusting link being positioned in a predetermined pivoted position;

wherein a line connecting said supporting shaft and said fourth connecting shaft, a line connecting said fourth connecting shaft and said fifth connecting shaft, a line connecting said fifth connecting shaft and said sixth connecting shaft and a line connecting said sixth shaft and said supporting shaft cooperate with each other to substantially define a parallelogram, so that said pedal member is substantially parallelly displaced when said adjusting link is pivoted about said supporting shaft.

14. (Canceled)

15. (New) A pedal device according to claim 3, wherein said pedal ratio is represented by a ratio of a depressing amount by which said depressable portion is depressed, to a displaced amount by which said motive-power transmitting member is displaced with said depressable portion being depressed by said depressing amount.